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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 1 c OF NSCIS #7 (NIS, SIB No 69-36).

1. [REDACTED]
2. Alphabetical Designators In connection with information contained herein, specific points of interest are noted on [REDACTED] Chart No 2962 and [REDACTED] CONFIDENTIAL chart "Port Facilities at Igarka, USSR," Figure 3-23, section 3, NIS 26, Supplement 1B of NIS Vol XII, and referred to in this report by the following alphabetical designators:

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- A. Vessel Track Along Northern Sea Route
- B. Anchorage; River Pilots Boarded on Arrival
- C. River Pilots Discharged on Departure
- D. Anchorage; Harbor Pilot Boarded on Arrival and Discharged on Departure
- E. Anchorage for Cargo Loading from Lighters
- F. Anchorage for Cargo Loading from Lighters
- G. Anchorage for Cargo Loading from Lighters
- H. Anchorage for Cargo Loading from Lighters
- I. Five-berth Wooden Wharf
- J. Lighter Berth
- K. Vessel's Berth; 64 AMELPOVIN (CR) alongside
- L. Ship Repair Yard
- M. [REDACTED]
- N. [REDACTED]
- O. [REDACTED]
- P. [REDACTED]
- Q. Helipad Base
- R. Dock Office

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3. Approaches and Pilot Data Vessel [REDACTED] arrived in ballast, transported 120 long tons fuel oil bunkers and lifted 2250 standard lumber. The track vessel followed in transitting Northern Sea Route is labeled designator A. Vessel did not take an ice pilot at Murmansk but relied on her master for navigation

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of the Route. Vessel used Yugoraki Strait both en route to and return from subject port rather than Kara Strait which is an alternate route. A Soviet icebreaker cleared a channel through Yugoraki Strait for [redacted] vessel [redacted] making the passage. Vessel's screw was damaged passing through this strait but not seriously enough to interrupt voyage. Vessel radioed her position twice daily along the Route to Bikson and Barents radio stations. Upon reaching position off Oshmarino, designator B, vessel anchored. Pilotage is compulsory in navigating the Yenisey River. Two pilots boarded vessel from a bark that displayed the international pilot flag anchored in the river off Oshmarino. One of the pilots was an experienced pilot on the river and the other was an apprentice. The former knew the river well and provided good service. He did not consult charts in navigating, only referred to notes on small cards which were kept in an inside pocket when not being studied. [redacted]

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Upon reaching position labeled designator B, just off the entrance to harbor at subject port, a harbor pilot boarded 131630F and conducted vessel into her berth. On departure, harbor pilot and river pilot both boarded vessel at her berth 271200F, vessel departed harbor and dropped harbor pilot at designator D, then proceeded downstream and discharged river pilots off Cape Shaytanaki, labeled designator C.

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4. Anchorage [redacted] vessel anchored in Yenisey River at designator D, where harbor pilot normally boards vessels. Four merchant vessels may anchor to load cargo from lighters at designators E, F, G and H. These anchorages are over good holding ground.

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5. Harbor Harbor layout as shown on the NIS chart is accurate [redacted] Five lumber loading berths are available alongside a wooden wharf at designator I which together with the anchorage permit loading of nine merchant vessels at one time. Depth of water alongside wharf is at least 25' [redacted] vessel was drawing 21' when fully loaded and had plenty of water. A lighter berth is located at designator J. The dock office is located at designator K.

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6. Controls Vessel was boarded by a party of four officials at anchorage in Yenisey River outside harbor at 131200F. The boarding party remained aboard for one hour. The customs officer sealed vessel's radio and all cameras. He did not seal radar, sextant, provisions, binoculars, flares, or personal effects. Vessel did not have guns or ammunition on board. Seamen's papers were checked and vessel was given a "superficial" search [redacted] On departure, vessel was boarded by the same party 271100F. Papers were checked but vessel was not searched. After having a lunch of sandwiches and beer aboard vessel, the boarding officials and agent departed 271200F. During period of vessel's call, one armed sentry was posted at vessel's gangway on wharf. This sentry checked identification papers of all persons boarding and leaving vessel. Other armed sentries were seen patrolling wharf and harbor area. Only persons permitted ashore were the vessel's master and first officer. The master was the only one of these two persons to actually go ashore, and he went only to the dock office to sign the bill of lading covering cargo loaded. The master went ashore to take care of this business without a pass of any kind. The vessel's chief engineer was permitted by special arrangement to go ashore in the company of an armed female sentry to have his blood pressure checked by a female doctor in a small dispensary located in a small building on the dock. No other crew members were permitted ashore.

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7. Harbor Craft [redacted] several river boats towing lighters loaded with lumber; [redacted]

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8. Berth [redacted] vessel moored 131745F at berth labeled designator K alongside wooden wharf. Commencing 132000F, vessel loaded 2250 standards lumber. Cargo operations were continuous, and loading was completed 270600F. Lumber was brought dockside by truck transport and was loaded aboard vessel by ship's gear. Loading operations for all five vessels berthed alongside lumber loading wharf was under the supervision of a cargo superintendent. He was a well qualified individual who saw to it that the lumber was properly loaded. He

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spoke good English and was spending only the summer season at subject port and would return to Leningrad in the fall. His services were much in demand,

Depth alongside berth was at least 25'

No supplies of any type were available, and no bunkers can be supplied at subject port.

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11. Shipbuilding and Ship Repair

minor ship repairs may be effected at subject port. A freighter went aground off Cape Shaytanski after departing subject port with a full cargo of lumber. Cargo was offloaded from vessel at Igarka and a diver inspected hull damage while vessel was anchored off repair yard located at designator L. Ten days were required for the hull repairs which were paid for by the Soviet government.

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15. Merchant Vessels

several merchant vessels present at subject port

16. Seaplane

at designator Q.

a seaplane was moored alongside a seaplane base

17. Attitude of Local People

attitude of Soviet nationals who boarded vessel was much relaxed compared with the attitude shown the last time he visited a Soviet port. The boarding officials and agent sat down and enjoyed a lunch of sandwiches and beer before vessel sailed on the day of departure. The port authorities informed the master of vessel that they would be pleased to do everything possible to expedite his loading and make his visit pleasant. Whistles were blown in the town as a gesture of good will as vessel departed harbor on 27 Aug 55.

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It is noted that vessel was not required to take a pilot at Murmansk for passage of the Northern Sea Route. Except for the ice field encountered east of Yugoraki Strait, vessel encountered no delays in making the passage. Subject port appeared to be engaged in maximum loading operations in order to equal or surpass the record of cargo loaded during previous summer navigation seasons.

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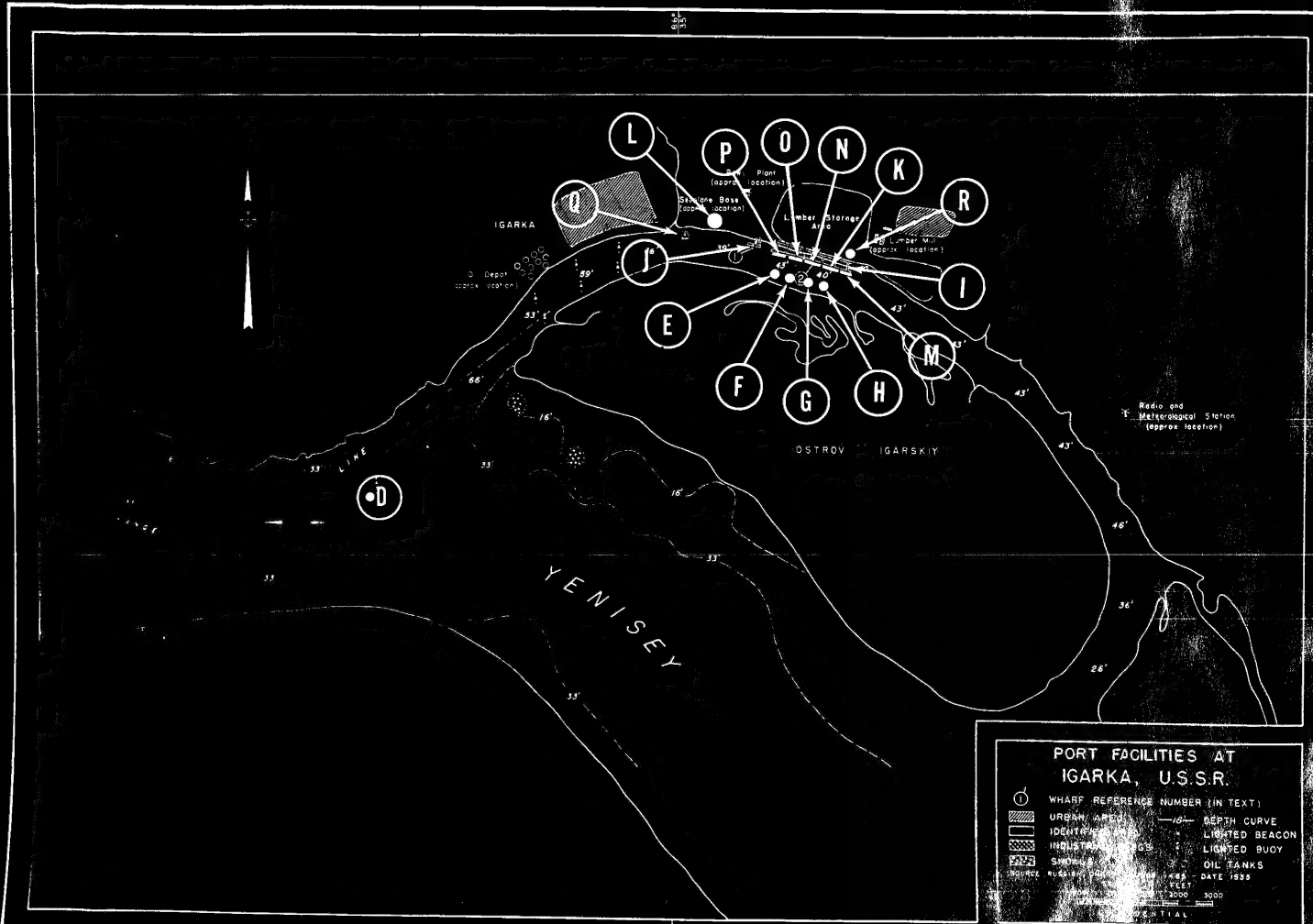
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ARMY - March 1951

NIS 26-SUPPLEMENT 1B

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PORT PLAN OF IGARKA FIGURE 3-2

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